/14 cont./

[484] [494] [788] [497] number of persons transported. There are sometimes spectacular ones, but cases involving fatalities are fortunately very rare.

The transportation of the pilgrims is closely watched by the /15/ Administration. The Office of Railroads organizes special trains. The subdivision heads grant to the owners of the trucks special transportation authorizations. The circle /cercle, an administrative district/ of Diourbel, aided by the Senegal government, strengthens the security forces and highway police.

[788] [*795] But that is not the only problem which the organization and unfolding of the Magal presents for the Caliph-general and the Administration.

Sheltering all these people for three days and more is [485] another. The provisioning of the pilgrims in water and food must be organized; sanitary and medical service must be ensured; finally, it is necessary to ensure order and discipline in [625] the city of Touba itself, as is done on the roads, and the commander of the circle of Diourbel can only accomplish this with sizable police reinforcements, set apart in advance almost everywhere (as far as Dakar and Kaolack), which are put at his disposal for this purpose.

At the opening of the pilgrimage, three days before the Official Day, the crowd has reached its maximum size. Touba then experiences extraordinary activity. The road between [494] Touba and M'Backé is continually furrowed in both directions by files of trucks which run without respite between the two agglomerations. The station platforms disappear under the flood of pilgrims who disembark innumerably from the last trains. The wide avenues of the city are filled with the crowd [438] of pilgrims who carry out their religious duties or stroll in front [443] of the little flat baskets where, as in all pilgrimages in the world, the most diverse objects are sold, from articles of clothing, such as babouches or samaras, to perfumes and jewelry, including the most varied articles of piety: prayers or verses from the Koran printed in Arabic, photographs of the Caliph-general or of Amadou Bamba, or even pictures in Oriental

/15 cont./

788 style, violently colored like our Épinal pictures and representing
*795 the holy places of Islam or personages of Koranic tradition.
●[438] Finally, to complete this immense and noisy fair over which
[443] floats an impalpable dust, there, in a corner of the city not far from the mosque, are the keepers of the cook-shops: they cook
[965] in the open the appetizing dishes which they will offer at modest prices to the famished pilgrims.

Evening does not slow down these activities; on the contrary, the pilgrims regroup at the homes of the various marabouts, and sessions of religious songs are organized there. They will
[533] last far into the night, which will resound until dawn with these litanies amplified by numerous loud-speakers.

/16/ In the course of this pilgrimage, the believers have several obligations to fulfill:

1) to call on the Caliph-general,

2) to go to meditate at the tomb of Amadou Bamba and that of Amadou Moustapha,

3) to visit the mosque,

4) to go to see their own marabout,

5) to visit at the cemetery the Sacred Tree and the graves
[978] of certain deceased notables of the brotherhood.

At the entrance to the carré of the Caliph, the faithful, in a long line, patiently await their turn to go into the residence of their supreme spiritual leader.

After passing through several walls (at the gate of which are talibé-cashiers who claim their offerings from them), they arrive at the hut in which the Caliph receives.

The circle guards maintaining order have them enter one by one into the straw hut where Falilou awaits them, assisted by his secretary and some of his close collaborators. Each pilgrim kneels before the Caliph while presenting to him his offering (hadia), which the sérigne will immediately have passed on to one of his followers. The pilgrim then rises and goes out in order to give his place to another.

His visit to the Caliph ended, he goes to the sacred tombs
[978] of Amadou Bamba and Amadou Moustapha.

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Before the arrival of the French garrison in 1865, the Sérère-none ruled supreme over the region. He was established as the traditional enemy of the Wolof, and from time to time he suffered from the incursions of his "tiédos" (2).

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2. Tiédos: name given to the Wolof war chiefs of Cayor.

After the definitive installation of our troops at Thiès and especially after the running of the Dakar--Saint-Louis railroad in 1885, many Wolof came to settle near our fortified post; at the same time they benefited from our pacificatory presence by being able to create farm villages in the heart of None country. Diakhaté was established about 1875-1880 (some of its founders worked on the construction of the railroad line in 1884); Keur-Mamour was created at about the same time.

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The Bambara villages are more recent: 1890-1895. These were the /374/ terrible years when Samory sacked the southern Sudan and the region of the Wassoulou (east of Beyla in Upper Guinea). Through the authorities, it seems, some of the Bambara and Wassoulonké freed by our troops were sent to Senegal where the policy of groundnut cultivation was in full development. Keur-Issa-Bambara and Karamoko were founded at this time.

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The city of Thiès was not very important at that time; it had hardly more than a thousand inhabitants. Nevertheless, it began to play a primary role; its presence imposed peace in the region formerly so disturbed by the None brigandage or the incursions of Wolof warriors. Its presence facilitated the founding of villages, the number of which would cease to grow in the subsequent period; all of the land capable of supporting crops was utilized at the beginning of the century.

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In the years preceding the Great War, the escale (1)

1. Escale: by extension signifies a stopping place, a commercial agglomeration.

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369 [438] became a relatively flourishing commercial center; each year more than 20,000 metric tons of groundnuts were handled by the traders of the place and sent by railroad to the ports of Rufisque or Dakar. As early as 1907 the first work on the Thiès-[496] Kayes railroad was begun. All of this new economic activity [464] required the employment of many laborers, who were in part recruited on the spot, but also in the neighboring villages.

369 During the dry season, work in the fields is reduced. A 166 number of rural people in the vicinity come to offer their serv-[464] ices as workers in the factoreries (2) or in the newly opened

[443] 2. Factorerie: shop where everything is sold.

[461] yards /chantiers, dockyards, woodyards, etc./. Some of these villagers feel that this kind of work is less arduous and more remunerative than that of agriculture. They become definitively attached to urban life and come to swell the population of the native quarters previously established.

[484] Others return every evening to the village. During the [22] rainy season they leave their urban job and devote all their activity to work in the fields.

During this whole period prior to the Great War the suburban village seems to have played the role of intermediary or rather of relay-station between the hamlet in the bush and [464] the city. The call for non-specialized labor had echos not only in the outskirts /375/ of the city itself, but also in the more distant villages. Curiosity about new things, the opportunity to escape familial tutelage, and especially the promise of relatively high earnings stimulated some immigration movement toward the escales.

[574] By means of the great hospitality that he knows will be shown him by relatives or friends who live in Diakhaté or Keur-Issa-Bambara, the rural person settles in these agglomerations.

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S 369 [262] Only food seems to have undergone only slight improvement: the couscous of millet or rice (a little fish or meat during periods of abundance) are basic in their diet. Bread, rarely eaten during the meal, is reserved for children; it takes the place of cake. Water remains the essential S [271] [273] drink of the Moslem; water, palm wine (during the harvest), and grape wine (on feast days) are consumed by the non-SR [273] Islamized None.

The frugal housewife profits from the proximity of the S 369 241 438 escale for /380/ the daily sale in the market of the products of her personal garden. She cultivates tomatoes, beans, pumpkins, and okra. At Keur-Issa-Bambara she has tried, with greater or lesser success, to cultivate potatoes and salad greens; the gathering of mangoes also procures a little profit for her. When the harvest from the garden is exhausted, the S [372] collection of dead wood which she will take to sell in the market in the form of little bundles will yield a few coins for her.

In parallel fashion, the husband-cultivator harvests on a plot of his lougan products that are easy to sell on the Thiès market; at Keur-Issa-Bambara he lays out flooded rice-fields and cultivates the sweet potato and manioc, part of which is S SR 369 438 [314] [342] [231] offered to the clientele of the escale.

During the dry season the None principally works at gathering palmyra leaves; they will be sold, as bundles of thatch, for making roofs for the huts of the urban quarters; after the harvest he carries dried groundnut leaves to the city for fodder for the little horses harnessed to the taxicabs.

S SR 369 234 438 S SR F [233] [465] Despite the ready sale that can be made with cattle, they are not very numerous. When the epizootic diseases have spared them, they give an appreciable profit to their owner through the sale of milk. At Tiali, the only herd in the village, which contains about 30 animals, belongs to a single breeder. It is guarded by Peul shepherds who lead it to graze in the neighboring woodlands. The morning milk and the calves belong to the owner; the evening milk goes

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/380 cont./ to the shepherd as compensation for services rendered. Although lactation is very poor (one to two liters per day per head), this sale practiced in the city at a relatively high price (30 francs per liter) is a source of not inconsiderable profit.

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The Sérère, despite the poor food resources he commands, practices for the benefit of Europeans the raising of pigs in the narrow and miry enclosures formed by stakes driven deeply into the ground and close together.

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The mode of settlement and the economy of these suburban villages, although they have not had profound modifications, nevertheless are in the process of continual reorganization and adaptation.

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These very modest contributions of the urban economy thin out very rapidly as one goes farther from the city. Karamoko and Keur-Mamour, located six and seven kilometers from the escale, and even Diakhaté, which is nearer, give the appearance of wholly rural villages. The women who each morning leave in Indian file /381/ to sell their products in the city make up the single element that enters into the circuit of the new economy offered to them.

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Has the social and economic organization, on the other hand, been more profoundly modified? An examination of the ethnic and functional composition of the groups of the villages will permit an understanding of the data on this problem.

For this study we have grouped the villages under three rubrics:

1. The assemblage of Tiali, Thiès-None, and Sapko; near the escale, but having undergone perturbations in their economy by the loss of part of their land.
2. Keur-Mamour and Karamoko form the group farthest from the city.
3. Diakhaté and Keur-Issa-Bambara are the two villages near the escale which have not suffered any loss of territory.

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The first assemblage musters a total population of 405

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*511 the average of 3.5 kilograms, it is, in increasing order, 6.2%,
*262 6.9%, 7.9%, 10.1%, 10.2%, 10.3%, and 11.8%.

Fish and meat constitute the second group of essential foods for the Africans of the cities of Senegal.

[438] Thiès, near a coast very rich in fish, is abundantly pro-
[435] vided with fish. In the month of March 1954, there was a profusion of them in all the markets at the nearly constant price of 40 francs a kilogram.

[435] Meat is much more expensive. The price most commonly verified at this time was 80 francs, double that of fish. There was no significant variation in the price during the period of the investigation. Uniform quality is to be understood. Now, with four exceptions (1), our families only bought meat at 80

1. Nos. 38, 39, 42, and 43.

francs a kilogram. To make all of the families comparable, we have divided the prices actually paid by 80 and obtained quantities of meat of a single quality.

The information that we received concerning meat and fish is assembled in Tables VI and VII[1/4] presented in the same manner as that relating to rice and millet. The last /407/ column of Table VI shows the families who on the whole consume more meat than fish. (Only quantities are involved here.)

There are ten of them, plus one just at the limit, including No. 43 which we eliminated.

Among the ten others, six have already appeared before us as consuming more millet than rice; they are Nos. 1, 7, 10, 24, 32, and 41. This fact cannot be explained here by either the size of the group of consumers or by the financial possibilities, since meat is twice as expensive as fish. It is probably that for these six families the greater consumption of meat is a direct consequence of the greater consumption of millet. Among our four basic products, the most common associations are in fact that of rice with fish and that of millet with meat. The two

1/1 [See cat 116, pp 31-36 - ANALYST]

*511 /411 cont./
*262 products of gathering. All, let us repeat, in very small daily
263 quantities. Moreover, these are the products[1] that are the
443 objects involved in the small-scale commerce of the women;
434 quite often buying two or three times more than they need,
*511 they set up a little flat basket before the door of their con-
438 cession and suggest to the passers-by that they spare themselves the fatigue of going all the way to the market. They can make very small profits in this way, from five to ten francs a day.

*511 Nevertheless, with one thing added to another, the costs
*262 of these various condiments end up by absorbing another rela-
263 tively important part of the familial income (1).

1. The portion for dried fish is generally very close to 1/5 of the figures given.

The size of this income thus acts as a check on their consumption, but ultimately only the taste and the habits of each are truly determinative. /412/ /Table VIII appears here./ /413/ /Table IX appears here./

/414/ We mentioned under the rubric "Vegetables" only the truly important purchases. It is the housewife herself who calls them either vegetables or condiments, according to the importance that they will have in the meal that she is going to prepare; a greater quantity of vegetables will permit reducing the quantity of rice or millet. If the latter does not change, they are condiments. The nuance is understandable. Our investigators themselves made it, and it was subsequently difficult for us not to take it into account.

*511 The quantities given in Table IX[2] are not actual quantities.
*262 We have again in this case eliminated the factor of quality, the differences in quality being replaced by differences in
[435] quantity. The "standard vegetable" chosen was the cabbage, which in March 1953 was worth 20 francs a kilogram. This

[1] [i.e. - various condiments - ANALYST]
[2] [see cat 116, pp 43-45 - ANALYST]

[Text continues on p. 46]

/417 cont./

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We likewise noted the purchase of cacao in the cases of No. 6 (1.2%) and No. 20 (0.7%).

We have thus surveyed the principal food expenses of our families. Is there truly nothing else?

There is, of course, a quantity of products that are incidentally represented in running over the questionnaires. They are sometimes of some importance in the units of consumption with high incomes.

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The groundnut is most often represented. This is not surprising; we are in Senegal. But the groundnut is a product that is sold more than it is consumed. Some are bought in amounts worth a five-franc bill in order to satisfy hunger while awaiting mealtime. In the form of a paste, it is put into certain dishes. In extreme cases the housewife buys the groundnut if she truly does not have enough money to do suitable marketing for other products. But though one often sees the groundnut in the shell between the hands of the women, it is only when she is shelling it, before roasting it, to sell it then at a very slight profit. /418/ /Table X appears here./ /419/ /Table XI appears here./

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/420/ Here are the percentages of the income that have been devoted to it:

No. 2: 1.8	No. 17: 0.6	No. 29: 0.4
No. 4: 1.2	No. 18: 1.5	No. 31: 0.3
No. 5: 2.4	No. 19: 2.0	No. 33: 0.4
No. 6: 0.6	No. 20: 3.8	No. 37: 0.2
No. 8: 2.8	No. 21: 0.2	No. 38: 0.4
No. 13:: 1.0	No. 22: 0.8	No. 39: 0.2
No. 16:: 0.6	No. 25: 0.6	No. 40: 1.2

This last percentage expresses the greatest quantity; the cook has simply made a specialty of a dish based on groundnuts.

/79 cont./

361 mahoganies planted at the end of the last century. The very close presence of the station, and the continual coming and going of locomotives, with strident cries that rend the air, destroys the harmony of these quiet spots of small provincial cities, while attempts are made to recreate them.

361 346 Even more peaceful air is breathed in the Catholic Mission, located to the north of the old "escale." The buildings were constructed at the end of the last century in red laterite, storied buildings /80/ with monastery arcades. They are situated in the middle of a huge garden, always green, extended by a park of magnificent trees. The whole reminds one to some extent of the peaceful site of some metropolitan abbey.

361 563 443 The two business quarters (Old Escale and Residence) present the peculiarity of becoming, according to the time of day, the domain of the European in the evening (at the hour for the apéritif) and on Sundays, and that of the African during the day (while the market is open). A place of contact between the Black and the White, this market occupies a very important place in the life of the African city and merits pausing there a bit.

443 [438] It is on the day of the opening of the groundnut trade (at the beginning of December, for example) that it is proper to visit it. On coming from the station one plunges suddenly into the animation, the dust, the heat, the "sticky" odors of the market. The place is swarming with people where 443 494 the most diverse means of locomotion are squeezed and mingled together: a small cinder-gray donkey, heavily laden, deciding to block the passage of an automobile, despite the beating by its master; a small, light cart with two rubber wheels serving as a taxi and in quest of a possible passenger; a housewife from the neighboring village, her [482] last-born hanging on her back, and who keeps on her head, in marvelous balance, a calabash full of market produce; a cyclist, poorly balanced on his machine, now and again running into a pedestrian or a vehicle; a truck with impressive loads, which slowly pushes from the road the human

/83 cont./

3. The Activities of the City

1. Commerce.

433 If we except the period of conquest, during which a handful of troops established themselves in the entrenched camp, the primary function of Thiès was commerce.

441 An escale of trade in its beginnings, Thiès has re-
433 mained that up to our times. Almost 25,000 tons of groundnuts are commercialized each year in spite of the opening of important points of trade in the vicinity, Tivaouane, Khombole, located some 30 kilometers from there. This commerce demands a certain taste for risk; if in certain years it offers appreciable profits, it sometimes renders the balance sheet of the merchants who practice it very precarious. The groundnut trade, as far as purchase from the pro-
[563] ducer is concerned, is almost entirely in the hands of the
[442] Levantines and a few Moors and Blacks. The important establishments, N. O. S. O. C. O. (8) and the Soucail firm,

8. N. O. S. O. C. O. Nouvelle Société Commerciale.

engage only in wholesale trade.

443 The factorerie run by a Levantine (9) next to the

[162] [563]

9. The Levantines are 48 in number, namely, 23 Syrians and 25 Lebanese (figures of 1952).

courtyard of the secco (10) has kept all its picturesqueness

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10. Secco: mass of groundnuts stored in the courtyard of the merchant and destined for export.

[438] up to our day. /84/ Everything is sold there, from the piece of trade cloth in vivid colors to cheap perfume; kerosene by the liter and millet by the kilo or sack are retailed there.

/84 cont./

443 One corner of the plank counter, polished by the hands of
[275] customers, is often reserved for the sale of beverages that are drunk from the bottle itself. Boards and piles of sacks block the passage of the customers. There is a constant coming and going of possible customers who pass the shop fully open to the street. Some stay there for hours without buying, solely to feast their eyes. The patient Levantine,
[437] arguing about the price in the native language, supervises the weights and inspects the sacks of groundnuts in order to take out the stones that may have slipped into them. The factorerie type makes it possible to imagine exactly what the commerce of the escale must have been in the first years of its establishment in the city.

European commerce is totally different. To be sure, there are still some factoreries of the type that we have just described, but for some years a real effort at modernization has changed their appearance; they are becoming metropoli-
[438] tan-type stores with counters of plywood, shelves of canned goods, novelties from Paris... A luxury store was opened in 1950, offering buyers the latest goods from the capital: gowns, shorts, suits for men, curios of all sorts. But the nearness of Dakar, the ease of access to it, its attraction seem to be seriously limiting its sales potential.

442 The branches of the large commercial houses, N.O.
443 S.O.C.O., Maurel and Prom, C.F.A.O. (11), are eight in

11. C.F.A.O.: Compagnie Française d'Afrique Occidentale.

number and practically control the local market. Each is still established in its original concession in the interior of the old escale. The courtyard that formerly held the groundnuts has been remodeled into a warehouse; the retail store has been modernized: tiling, frigidaire, and cold rooms, as well as huge shop windows that replace the small windows of former times. The wholesale store, on the other hand, has preserved its disorder: bags of cement, boards,

/84 cont./

442 443 iron for cement, tires...piled loosely together. The activity of these branches is based on three elements: retail with a sales store open to the average customers, wholesale granted to the important factoreries (Levantines...), and wholesale to the small shopkeepers for retail. Each is furthermore an implement dealer with exclusive right of sale granted to them: frigidaires, motor fuel, automobiles...The figure [433] for the monthly business of one of them fluctuated between 20 and 25 million in 1953.

443 An intermediate type of commerce was established a [563] short time ago with the arrival of the Moroccans; they [162] numbered 25 in 1952. /85/ Some among them attempt to [438] corner both the European and native clientele. They special- [191] ize in the sale of fabrics and fancy articles for Africans: babouches, fezzes, cheap watches. They speak the native language fluently and sometimes French extremely well.

The Africans, as we have seen, have launched into private business since 1920. Some of them have a factorerie of the Levantine type, but most of them have opened a shop in the outlying quarters. The Moors and the Blacks share this small-scale commerce: in 1952 the former reached the figure of 120; the Blacks were perhaps as numerous. They [347] are installed in the small shops of boards or mud roofed with straw or with corrugated metal. On the counter, made up of a simple board, stands a Roberval scale, some jars of large multicolored bonbons, a pasteboard box filled with dry biscuits. The bag of charcoal on the floor stands beside a tin of kerosene. Some cola nuts kept fresh in a wrapping of leaves still green, a kilo of sugar broken open, which is sold by the lump, some packages of cigarettes sold by the unit, and small cans of condensed milk give a glimpse of the small volume of their business.

To complete this picture, let us add the innumerable small "doorstep" merchants who on a piece of cloth or in a calabash display a few handfuls of roasted peanuts and cola nuts, a package of cigarettes, or millet fritters. These small stalls are all located in front of the door of the hut;

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of training. This is one of the essential preoccupations of the present Sengalese government.

II. The "Trade" of Groundnuts

For a century the total volume of production has progressed in spectacular fashion. Actually, no statistics are available at the harvesting stage. Only the commercial figures are known with any accuracy. In any case they differ little from the total figure of production because local consumption seems to be of little importance. It is estimated that the average production of groundnuts from 1900 to 1904 was 123,000 metric tons. The more recent figures are the following: 1938-1939 campaign, 584,000 metric tons; 1942-1943 compaign, 183,000 metric tons; 1943-1944 campaign, 281,000 metric tons; 1957-1958 campaign, 808,000 metric tons; 1958-1959 campaign, 653,000 metric tons; 1959-1960 campaign, 720,000 metric tons.

Except for the period of the war, when the production of groundnuts, difficult to export, decreased to the profit of that of millet, progress was continuous, the 1957-1958 campaign being exceptionally favorable.

This production enters into the circuit of commercialization or "trade," which today is very strictly regulated.

1. The organization of "trade." The commercialization of the groundnut has replaced the "trade" in gum, slaves, and gold of the former colonial system. Although the term is still often used, its present context is very different from the acceptation of the era of the colonial pact. Trade is no longer, as Littré wished it to be, an exchange trade organized almost exclusively for the benefit of the European "trader"; today it is a commercial activity that is strictly regulated as to time and place and open only to approved intermediaries.

1.) The "campaign." "The campaign" is the period

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442 during which commercial operations in groundnuts are authorized.
654 It is opened and closed each year by governmental decree. In
438 general it begins at the end of November or the beginning of December and closes at the end of April. The date of opening the campaign is set about two months after the beginning of the harvest, in order to avoid premature uprooting and to favor
438 the reimbursement of the seed advanced. This system never-
442 theless leads to some smuggling in the south, because the
[439] navétanes, anxious to return home, and the peasants, without any money, are tempted to sell in Gambia. At the time of the close, the transactions have been over for a long time, but this decision prevents the eventual sale /15/ of the seed distributed by the Mutuelles. In order to have the commodity brought in gradually and to avoid heavy transactions at the beginning of trade, operations are suspended from Friday to Monday. Nevertheless by the end of the month of January nearly all of the harvest has been negotiated.

366 2) The "points of trade." Since 1932 the operations of
442 selling must take place in the localities called points of trade
438 or "escales" located on the railroad or a road (Circular of 13 July 1932). These points of trade, which were 175 in number in 1935, now number more than 300. The limitation, in 1932, on the number of the points of trade was a response to the desire to moderate the rhythm of the selling and to avoid the proliferation of intermediaries. The recent creation of new escales is
[244] devoted to the conquest of new lands and is an attempt to avoid the abuses of cultivation on the lands near the former points of trade.

The accession of a locality to the rank of escale makes
[369] it legally an urban center, with the obligation of division into lots /lotissement/ and, for the merchants, permanent buildings. The campaign is a period of great animation for the escale.
442 The merchants or traders open their bank of purchase or "factory."
437 Traditionally, intermediaries, or "masters of language," conduct
[492] the producer to the factory. The groundnuts, transported by don-
[488] keys and in bags loaned by the trader, are weighed and emptied

/15 cont./

into the secco, an area with a floor of hard earth or cement, closed off by sheet metal. The agriculturalist, paid forthwith, immediately spends the sum received, in settling the sums owed to the trader and in buying from among the manufactured objects of the same factory the most diverse articles: cloth, playthings, articles for bicycles, etc. Thus the same trader realizes two profits in the traditional system.

3) The agents of trade. Until the Second World War, the trade in groundnuts was in the hands of about 3,000 private traders organized in a strict hierarchy. At the top, the trade was controlled by the large import-export houses, especially of Bordeaux origin, Maurel et Prom, Peyrissac, Vézia, etc., to which was added the C. F. A. O. of Marseilles origin, and the S. C. O. A. Franco-Switzerland. These firms, whose central agencies for Senegal are in Dakar, make arrangements for the "banks" and "agencies" in the principal localities, for "factories" in the escales, and for "operations" in the bush. These commercial houses concentrate the purchases of their various traders and provide them with imported products. They are supported during the campaign by the banks of the mother country or their agencies in Senegal.

The independent French merchants, often former employees of the firms, play the role of intermediary /demi-grossiste/ in the escales. /16/ They buy directly from the producers or from the African sub-trader and bag and forward /the product/ to the commercial houses in the shipping ports. They have been very harshly affected by the economic crisis of the 1930's and then by the war, in particular by the mobilization, which facilitated the establishment of many Lebano-Syrian traders.

The treaties of 1919 facilitated the arrival in Africa of these Lebano-Syrians. They devote themselves essentially to commerce, and they have on the whole succeeded, because, living near the autochthons, they have adopted their way of life and are contented with much less than the independent Europeans. During the trade, they are generally commission agents of the firm that they represent. They receive a commission for each metric ton of groundnuts purchased, and sell in

/16 cont./

438 their establishments the manufactured products that the firm
442 delivers to them. They[1] are most often linked with the pro-
[443] ducers by the system of loans that they authorize in cash and
[452] especially in kind during the difficult period of low supplies before the harvest.

The African "sub-traders" most often play the role of
[441] intermediary between the producers and the traders; they very often are transporters and guide the seller to the weighing-machine of a friend.

Since the last war this system has been greatly perturbed by the appearance of new purchasers who more and more compete with the traditional commerce. The local oil-makers
[758] scarcely ever appeal to the large firms. They do business with the traders of the escales, or, more often, they have their
438 own buyers. Since 1952 some pilot co-operatives have made
442 the collection in many escales at little expense; they utilize
474 the personnel and equipment of the S.M.D.R. Moreover, the
656 law of 13 January 1960, creating an "Office de commercialisation agricole" (O.C.A.), has assigned to this body the responsibility of selling the products collected by the co-operatives (Art. 6) and has granted it license to create purchase points for the direct collection of local agricultural products in the sectors where there are as yet no co-operatives (Art. 7). The decree of 20 May 1960, which more precisely relates to the marketing of groundnuts, grants purchasing permits only to organismes stockeurs (O.S.) /storage bodies/, private or co-operative, properly approved by the decision of a Comité régional d'agrément /Regional Committee of Approval/, and to the purchasing posts of the O.C.A. One might ask if these decisions do not constitute a step toward the creation of an "Office de l'arachide" /Office for Groundnuts/, which would have exclusivity of the trade and could normalize a "circuit of groundnuts," now very complex. /Pl. I and II appear here on unnumbered pages./

[1] [The Lebano-Syrian traders--Analyst]

/17/

438 2. The "circuit" of groundnuts. The purchase of the
442 groundnuts in the escale and storing them in the secco of the trader constitute only one step in the complicated circuit that the groundnuts take from the place of production to the port of exportation or to the oil-factories.

492 1) The means of transport. From the place of production
438 to the escale, the groundnuts essentially utilize the traditional modes of transport, donkeys throughout the country and camels
[656] in the north. The decree of 4 September 1935 has forbidden the use of trucks. Its aims were to avoid bulky hauls, purchases at
[231] a low price at the place of production, and, above all, to encourage local animal-husbandry. This system, however, carries with it grave defects. Most often transport on the back of a donkey is more expensive for the producer than transport by truck because the camel-drivers and donkey-drivers impose their own price on the peasants who do not have animals. Moreover, the transporter guides the seller to a trader whom the seller did not choose. Today, however, more and more derogations are permitted, because in the south, where the groundnut is progressing, the tsetse interdicts animal husbandry, and in the other regions the overworked animals are incapable of doing the transporting at the end of trade. Finally, certain
[874] co-operatives which pretend "to collect" and not to buy do send trucks to the places of production.

494 From the secco of the trader to the port nearby or to the
438 railroad station, transport is handled by trucks. It is essentially the commercial firms, the traders, or the local oil-makers who use them. There are few professional transporters because the traffic is essentially seasonal. The generally bad
[491] condition of the unpaved roads, except for the "Transgambienne" from Dakar to Ziguinchor, causes a rapid wearing-out of equipment, whose amortization is a heavy burden on the budget of the merchants.

497 The Dakar--Saint-Louis railroad and especially the Dakar-
438 Niger transport more than 200,000 metric tons of groundnuts

[Text continues on P. 21--Analyst]

/17 cont./

497 each year. In spite of the use of cars of great capacity, the
438 transport facilities are insufficient during the first months of trade. However, the practice of degressive tariffs, so as not to place at a disadvantage the production of regions that are
[651] farther from the place of destination, limits all the more the possibility of an increase of vehicles, since the traffic in groundnuts is essentially seasonal and it poses a problem of return freight. The three ports of Dakar, Kaolack, and
438 Ziguinchor consitute, for exports, freight breaking-points
[504] between land transport and maritime transport. The latter
[505] is handled for the most part by the vessels of companies who undertake regular service: Delmas et Vieljeux, Maurel et Prom, etc.; they also have competition from the tramps.
435 These /18/ multiple freight-breaks weigh quite heavily on
438 the price of groundnuts, quite low at the outset, due to the fact that each of them is accompanied by multiple manipulations.

2) The manipulations. In its present organization, the circuit of the groundnuts involves many manipulations, because the product is transported in bags. At each step it is necessary to weigh the bags, to empty them into the secco, and then, when they are again forwarded, to proceed to another weighing and rebagging. Over and above the cost of the labor, the firms and sometimes the traders must bear the great expense of buying and repairing great quantities of bags which quickly wear out or go astray. M. Barbier estimates that a bag of groundnuts undergoes 16 handlings at the minimum from the place of production to the port. A solution to this problem might be found in transporting the product loose, by trucks and cars with gratins, loaded by mechanical transporters. These transformations presuppose great investments, which the groundnut, a cheap and, above all, seasonal product, cannot amortize.

3) Regulation of the condition. The decree of 11 January
[656] 1926 created an Office d'inspection et de conditionnement de l'arachide /Office of Inspection and of the Condition of

/18 cont./
435 Groundnuts/ which controlled the quality of the product in
438 the escales and in the ports. This office, which functioned
656 under the responsibility of the local Chambres de Commerce, applied the norms of "the practice of Bordeaux" of 1922. In
[685] the escales the lots with impurities of more than 2% were returned, and fines could be slapped on the sellers whose product concealed more than 3%. A second control was established in the ports. Since 1947 this office has been replaced by a "Service de contrôle et du conditionnement," which inspects the product only in the ports, thus making only the exporter responsible. All merchandise with impurities of more than 2%, and an average of more than 4% acidity for the decorticated product, is refused or subject to a reduction in price. Several years ago the commercial houses acquired sieves which permit the elimination of much debris, but they are often poorly utilized, and the groundnuts from Senegal usually have considerable debris, stalks or other things.

438 The complications of the circuit of the groundnuts, its
656 inadequacies, have stimulated many projects of rationalization, which for the most part recommend loose transport, stockpiling in silos, and rigorous control over the quality. At present a public body, the "Secteur d'expérimentation et de rationalisation du circuit de l'arachide" (S.E.R.C.A.) is concerned with this, but it singularly lacks any means.

435 /19/ 3. The marketing of the groundnut and the problem of prices. Up to the Second World War, all the transactions in groundnuts were free; the prices varied considerably as a function of supply and demand. During the war the "Groupement national d'achat des produits oléagineux" (G.N.A.P.O.) /National Group for the Purchase of Oleaginous Products/ controlled the market and authoritatively fixed the price. After the war, during the campaign of 1950-1951, the return to freedom led to a spectacular jump in the market price of groundnuts, which, at production, went from 18 to 30

/390 cont./

361 inhabitants. It had an official center and wide streets, which,
369 however, are not yet paved. Despite this city appearance,
[363] however, Pikine is more intimately dependent on Dakar than the other villages of the suburbs; it is a workman's suburb, and all of its provisioning comes from Dakar, while practically all of its inhabitants are employed in the great city. With this exception, the villages of the suburbs have as their essential
[438] role the provisioning of Dakar with fish and fresh vegetables. Many transportation facilities in common connect them with
[489] Dakar-ville from very early in the morning until around the middle of the night (Pl. XXIII B, Pl. XXIV A and B).

This is the arrangement or juxtaposition of the various elements of the Dakar agglomeration, whose present popula-
[162] tion may well have exceeded 300,000 inhabitants.

369 4. Perspectives. The Dakar agglomeration has the appearance of an unfinished city in the process of being organized, even though its function as a West African metropolis has been confirmed for a long time. There are surprises in this situation for those who analyze the old European urban civilizations, where one sees an ancient city existing as /391/ /Fig. 6 appears here/ one that patiently developed its relations in order to become a metropolis and to constitute a solid and dynamic assemblage where urban and metropolitan functions mutually support one another. Dakar, however, is above
369 all a center of relations which has woven with its hinterland
439 connections that have the appearance of complementary ties,
433 but which actually are ties of dependence: dependence in fact because in the Senegalese and Sudanese interior the development of export crops is tied up with the means of evacuation organized by Dakar; dependence also because the export crops, in breaking up the former village autarchy, have given Dakar the role of a great relay-station in the importation of food products in compensation and manufactured products which have become a necessity there where formerly they were unknown; dependence, finally, not only for the Senegalese and

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near the Senegal river, the Fulani in the centre of the colony, and the Mandingos in the east of it.

The District of Dakar

The 66 square miles of the District of Dakar contain 126,929 persons; but the figures for density per square mile mean even less than elsewhere, since most of the inhabitants live in the town itself.

In 1937 there were 118,459 natives and 8,470 Europeans, of whom 6,728 were French. This was about a quarter of the total of Europeans in the whole Federation.

Inland Towns

Bakel (14° 52′; 12° 24′ W.) Population, 2,103. Provincial headquarters. Medical post. Landing-ground. Regional School. Garage. Daily market.

Bakel is on the left bank of the Senegal (Plate 83) where the river passes between cliffs some 17 miles below the entrance of the Falémé. It is a local market for gum, ground-nuts, grain, gold dust, hides, and ostrich feathers. Most of the inhabitants are Moslems.

By river it is 531 miles from St. Louis and 84 miles from Kayes, and there is a fortnightly steamer service when the water permits. By colonial road Bakel is 386 miles from St. Louis, 93 miles from Matam, and 32 miles from Kidira. A bus service connects all these places. The river can be crossed by ferry, and from the Mauritanian bank a poor track leads to Sélibaby (32 miles).

Bambey (14° 40′; 16° 25′ W.). Altitude, 59 feet. Population, 4,209. Mixed Commune. Dispensary. Police station. Meteorological station. Landing-ground. Garage. Agricultural experimental station. Daily market.

Set in the midst of an area of dense population, Bambey is a prosperous market town. The main product of the locality is ground-nuts, and large quantities of these are put on the train each year. They also form the chief speciality of the agricultural experimental station.

Communications. By railway Bambey is 77 miles from Dakar, 33½ miles from Thiès, 17 miles from Diourbel, and 319 miles from Kidira. It is on the intercolonial road, being 49 miles from Thiès and 16 miles from Diourbel. A colonial road goes almost due south to Fatik (27 miles). There is a daily bus service (p. 473) to Fatik, Foundiougne, and Kaolack.

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36 [131] [162] BIGNONA (12° 49′; 16° 16′ W.). Altitude, *c.* 60 feet. Population, 1,611. Provincial headquarters. Medical post. Military post. Emergency landing-ground. Garage.

Bignona stands on the left bank of a small and marshy tributary of the Casamance. Canoes carry a certain amount of merchandise, as [438] also do lorries. The principal items of trade are ground-nuts, palm [162] kernels, wax, rice, and fruit. Most of the native inhabitants are Dioulas.

Colonial roads lead south to the Casamance opposite Ziguinchor [491] (16 miles), east to Sedhiou (58 miles) and Kolda (120 miles), and north-west to Diouloulou (35 miles) and the frontier of the Gambia (46 miles). There are also several minor roads and tracks.

[131] [162] DAGANA (16° 27′; 15° 34′ W.). Altitude, 13 feet. Population, *c.* 3,500. District headquarters. Medical post. Emergency landing-ground. Regional School. Race-course.

[439] Dagana is on the left bank of the Senegal, and its chief economic function is as a market for Mauritanian gum. This is shipped down [487] river to St. Louis, 116 miles away. There is also connexion upstream to Podor (61 miles), Bakel (403 miles), and Kayes (487 miles).

[491] By colonial road Dagana is 86 miles from St. Louis and 332 miles [494] from Kidira. It is on the bus service (p. 474) between these two places. Southwards another colonial road leads across sparsely inhabited country to Dahra (89 miles) and Diourbel (162 miles). From the opposite bank of the Senegal a track goes to Mederdra, some 30 miles distant.

[131] [162] DIOURBEL (14° 39′; 16° 10′ W.). Altitude, 39 feet. Population, 15,442. Mixed Commune. Provincial headquarters. Medical post. Police headquarters. Emergency landing-ground. Power station. Hotel. Garage. Daily market.

This flourishing town lies across the little Sine river in the middle of a well-cultivated shallow valley. To the north the ground rises [438] somewhat. Diourbel owes its prosperity to ground-nuts, and 100,000 tons of them pass through the town every year. There are [258] several factories for the shelling of the nuts and for the expression of their oil. Besides this, Diourbel is the headquarters of the province [162] of Baol and a route centre. Its inhabitants are mainly Moslems, who [87] have a large and important mosque. There is also a special school for sons of chiefs.

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The electric power station has a gas-engine plant that burns the residue from ground-nut presses. [36] [377]

Communications. Diourbel is the railway junction for Routes 3 and 4. By the former it is 50½ miles from Thiès and 302 miles from Kidira, and by the latter it is 31 miles from Touba. The intercolonial road leads westwards to Thiès (65 miles) and Dakar (109 miles) and south-eastwards to Kaolack (40 miles), Tambacounda (230 miles), and Nayes (351 miles). Colonial roads go north-eastwards to Dahra (73 miles) and Dagana (162 miles) and south-westwards to Fatik (25 miles) and Kaolack (53 miles). [496] [491]

LOUGA (15° 37′; 16° 16′ W.). Altitude, 128 feet. Population, 4,390. Mixed Commune. Provincial headquarters. Medical post. Barracks. Police headquarters. Landing-ground. Regional School. Power station. Garage. Race-course. Agricultural experimental station and farm school. Daily market. [131] [162] [654]

Louga is the scene of the most important cattle market in the whole colony. It is this that has made it a route centre. Other local products are ground-nuts, gum, and millet. Administratively, Louga is the headquarters of the province of the same name and also a military headquarters. [438]

Electricity is supplied by an oil-driven plant. [377]

Communications. Louga stands at the junction of railway routes 1 and 2, being 119 miles from Dakar, 44 miles from St. Louis, and 81 miles from Linguéré. It is on the intercolonial road from Dakar (121 miles) to St. Louis (47 miles). A colonial road runs eastwards across the colony to Dahra (59 miles), Linguéré (84 miles), and Matam (242 miles). There are also minor roads and tracks. [496] [491]

PODOR (16° 35′; 15° 02′ W.). Population, 3,168. Provincial headquarters. Medical post. Emergency landing-ground. Regional School. Garage. Daily market. [131] [162]

This riverside town is chiefly important for gum arabic. The gum is brought by the Arabs, sold in the market, and shipped down the Senegal to St. Louis. [439]

Communications. By river Podor is 178 miles from St. Louis and 437 miles from Kayes. Throughout the year the Messageries Africaines run a fortnightly service to and from St. Louis. From July to January the boats also go upstream as far as Matam (234 miles) and in August and September to Kayes. Podor is on the colonial road, being 135 miles from St. Louis and 288 miles from Nayes. There is a ferry across the river to connect with tracks to such Mauritanian [487] [505] [491]

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36 towns as Boutilimit and Aleg. There is also a track that runs south-
[491] south-westwards to Yang-Yang. For half the year there is a bus
[494] service twice a week to St. Louis in one direction and to Kidira in the other. 1/A

[131] TAMBACOUNDA (13° 45′; 13° 39′ W.). Altitude, 148 feet. Population,
[162] *c.* 4,000. Provincial headquarters. Medical post. Police headquarters. Landing-ground. Wireless station. Hotel. Garage.

On a slight eminence above a marshy tributary of the Sandougou,
[491] Tambacounda is of considerable importance as a route centre. It
[496] is not only a road junction but also the most southerly point in Senegal of the Dakar–Niger railway. Near the town is a sisal
[248] plantation.

The hotel is open only from December to May.

By rail Tambacounda is 285 miles from Dakar, 111 miles from
[496] Kidira, and 170½ miles from Kayes. One intercolonial road runs
[491] westwards to Kaolack (188 miles), Thiès (295 miles), and Dakar (339 miles); another north-eastwards to Nayes (121 miles) and Kayes (176 miles); and a third southwards to Diabougou (25 miles) and ultimately to Labé (288 miles). Before the war Tambacounda was
[509] connected to Dakar and Bamako by a weekly air service operated by Air France.

[131] THIÈS (14° 49′; 16° 52′ W.). Altitude, 207 feet. Population, 15,451.
[162] Mixed Commune. Provincial headquarters. Medical post. Barracks. Police headquarters. Landing-ground. Regional School.
[797] Roman Catholic mission. Power station. Hotels. Garages. Railway workshops. Cinemas. Daily market.

Since the opening of the railway in 1885 Thiès has grown from a
[498] collection of native huts to a large town. The railway workshops
[438] employ many hundreds of men, and the market handles considerable quantities of ground-nuts. The town has been built on a slope that declines gently east and north-east to a small stream. The old Fort Faidherbe is still standing, and there is a big Roman Catholic church.

Communications. Thiès is a railway junction, being 43½ miles
[496] from Dakar, 119½ miles from St. Louis, and 352½ miles from Kidira.
[491] It is also a meeting-place of intercolonial roads. One of these comes from Dakar (44 miles) and goes on to St. Louis (124 miles), while the other branches east to Kaolack (107 miles), Nayes (416 miles), and Kayes (471 miles). There are several minor roads, notably one going
[494] south to M'Bour. Along this road there is a regular bus service, with two buses each weekday in either direction.

1/A [From the Town of Podor -- Analyst]

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Dakar

Trade

Imports and Exports. Dakar is the outlet for almost the whole of French West Africa north of the forest. In particular it serves the most fertile and prosperous parts of Senegal and French Sudan. The principal export is, of course, ground-nuts, and others are gold, gum, shea butter, kapok, and hides. Imports include manufactured goods of all kinds, coal, oil fuel, wine, sugar, and flour. In 1937 imports totalled 1,298,700 tons to the value of 763,200,000 francs (£6,134,060) and exports 1,284,300 tons to the value of 572,300,000 francs (£4,599,740). This represents some 40 per cent. of the total trade of the Federation.

Manufactures. In or near the town are brickworks, a brewery, candle factories, charcoal furnaces, ice factories, sisal cleaning plants, sack factories, saw-mills, and factories for extracting ground-nut oil. There are also native handicraft workers. West of the town there are two basalt quarries, which are connected to the harbour by a railway line.

There are several trade unions.

Finance. The Port of Dakar has its own budget. In 1938 this balanced at 10,792,486 francs (£66,212). The principal items of revenue were the dues on the loading and discharge of cargo, which brought in 4,150,000 francs, the dues paid by ships, which brought in 1,566,000 francs, and the charges for the use of port equipment, which brought in 1,115,700 francs. The principal items of expenditure were 4,912,166 francs on wages and salaries of employees and 2,551,770 francs on the materials used in the maintenance of the port.

Description of Port

Anchorages. Outside the harbour there is good anchorage in 10 fathoms. Inside depths are greater, and there is space for a large number of vessels.

Quays and Wharfs. The main basins of the harbour are divided off from Goree bay and Dakar Roads by the North Jetty. This runs south-eastwards from the shore for nearly 1,200 yards and then turns southwards for its last 550 yards. Here are found the oil berths, and at the end of it is a light. Three moles project from the landward side of the main jetty. Behind No. 5 Mole, the nearest to the land, there is a large open space used for storing dumps of ground-nuts (Vol. I, Plate 84). This end of the harbour is a seaplane base, with a hangar on the shore. On the north-west side there are some

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[DAKAR]

route from Paris to Santiago and was also the terminus of local services to Bamako and to St. Louis. The Aéromaritime company used to run flying-boat services to Conakry, Abidjan, Lagos, Douala, and Pointe Noire. 509

Wireless. The broadcasting station is near Madeleines bay, 700 yards north-west of the cathedral. A small station, transmitting to ships, is on Bel Air point. 206

Cable. Dakar is connected by cable to Casablanca, to Brest, to Fernando Noronha (Brazil), and to Conakry. The two latter cables are landed in the south-west of Bernard bay, not far from the Pasteur Institute. There is, however, a telephone cable to Goree island. This is landed on the north-west shore of the same bay.

Shipping. Lines normally serving the port include the following: America West African, Bull, Chargeurs Réunis, Elder Dempster, Fabre, Fraissinet, Gdynia America, Hamburg-Bremen, Holland West Afrika, Italia, Lloyd Triestino, Maurel et Prom, Messageries du Sénégal, Navigazione Generale Italiana, Société Générale des Transports, Société Maritime Belge des Transports, and Société Navale de l'Ouest. 505

Coasting vessels sail regularly for Port Etienne, St. Louis, Kaolack, and Ziguinchor.

GOREE (14° 39′; 17° 23′ W.). Population, 714. Custom-house. Barracks and military hospital. 36 [131] [162] [112] [175]

The rocky island of Goree (Plate 112) has an area of 138 acres. The first Europeans to land on it were the Portuguese in 1445, and since then it has had a chequered history, which has been told elsewhere in these volumes.

Most of the centre of the island is occupied by buildings, and in the south there is the old fort. In the extreme north is a large lime-kiln. [381]

The only source of water is an artesian well in the fort. [312]

Trade. Trade is now limited to the ordinary requirements of the islanders, and traffic to taking them and their goods to and from the mainland. [438]

Harbour. In the north-east of the island there is a little bay where there are three jetties, only one of which (Plate 121) is now in use. The depth at its head is 10 feet. [504]

RUFISQUE (14° 41′; 17° 12′ W.). Population, 19,764, including 180 Europeans. Full Commune. Custom-house. Medical post. Barracks. Police headquarters. Power station. Hotel. Garage. [131] [162] [112]

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Gambia, often in rotation with ground-nuts. Of the quick-maturing varieties *souna* and *sanio* are the most popular, the former thriving in sandy soil, the latter in heavier ground. Several kinds of sorghum are also cultivated. In the river area millet is sown where the floods have subsided and is harvested in April. In other parts it is planted immediately before the rainy season. Production probably averages about 300,000 tons annually. The export of millet from one province to another is controlled according to local needs.

Rice. The area flooded by the Casamance is naturally suited for rice cultivation. The rice-fields are handed down from father to son, each family growing sufficient for its own consumption and to pay its taxes. A store of rice is always kept to guard against a lean year or to be exchanged for some other commodity required.

Sugar-cane. This is grown near every village where there is enough water. No attempt has been made to commercialize the crop, and the West African varieties are more woody and contain less juice than those grown elsewhere for export. Sugar-cane (*Saccharum officinarum*) is a perennial plant of the grass family. It is easy to grow, even near the sea, but takes at least a year to mature. When grown for local use, as it is here, sugar is not extracted, but the red or white stems are chewed.

The Baobab. The baobab (*Adansonia digitata*) is found generally in the thornland (Plate III), and is, therefore, much in evidence in Senegal. It is remarkable for the large girth of its trunk in comparison to its branches and leaves. The long green fruit, known as monkey-bread, is used as a food or as a seasoner. Boiled with water and then cooled, it also makes a refreshing drink, while the leaves and the young shoots are also good to eat. The inner bark yields a tough fibre, which can be twisted into rope or woven into a waterproof cloth. About 30 years ago a factory was opened at Dakar to prepare the fibre for export to rope- and paper-making firms in France. The bark and fibre can be stripped off without causing the death of the tree.

Manioc, beans, and maize are grown generally in the vicinity of villages. In the Cape Verde peninsula these, as well as yams, sweet potatoes, and melons, are grown for the Dakar markets.

Economic Crops

Ground-nuts. Ground-nuts (*Arachis hypogaea*) require a tropical climate and an annual rainfall of from 14 to 60 inches. They are the

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493

Locomotives. In 1939 the following locomotives were in service:

Makers and type	*Adhesive weight in tons*	*Number*
Mallet articulated . .	43–50	10
Mikado 2–8–0. . .	30–40	42
Pignet	29	34
Cail	27	24
Cail, Corpet, Weidknecht, Decauville . . .	13–27	75
	Total	185

Since that date 2 Micheline railcars, 3 Als-Thorn diesel electric locomotives, and 2 Beyer-Garratts have been brought into use. The Beyer-Garratts are 4–4–2+2–4–4 articulated with an adhesive weight of 91 tons.

372

Fuel. Neither coal nor wood is found locally. Before 1940 some 60,000 tons of briquettes were annually imported. At the present time these are hard to obtain, and they are supplemented by whatever wood is available and by briquetted ground-nut shells.

493

Carriages and Wagons. In 1939 there were 254 passenger coaches and 2,105 goods wagons in service. The passenger coaches included restaurant cars and sleeping cars. At the end of 1939, 177 covered goods wagons were delivered from France.

497
498

State of Repair. There are excellent workshops at Thiès; but the general standard of upkeep, never very high, has greatly deteriorated as a result of stocks of material becoming almost exhausted.

Traffic

497

The following table gives figures for 1937 and 1938:

	1937	*1938*
Passengers. . .	2,603,341	2,660,497
Passenger miles . .	118,433,207	120,620,300
Freight in tons . .	615,643	501,593
Ton miles . .	120,570,598	107,970,715
Revenue . . .	£876,411	£684,788

[938]

The principal items of freight handled were ground-nuts, shea butter, gum arabic, sisal, and fuel.

/95 cont./

134 From the geological viewpoint, the soil of Sine-Saloum is silico-argillaceous, except for the edge of the sea formed by dunes of white sand. Sand predominates in the north. Everywhere else it is mixed with red clay.

135 The subsoil covers ferruginous rock, alluvial laterite, undoubtedly coming from the decomposition of granitic rock; this is the ferruginous fossil layer, following the expression of Henri Hubert, which covers the limestone and marl of the Eocene period.

Numerous outcrops of laterite appear at Kaffrine, Koungheul, in Mandack, and in Rip.

The digging of wells tells us something about the composition of the terrain forming the subsoil in this region. Under a more or less thick layer of sand, one finds laterite, then chalk or soft limestone, and finally hard limestone.

A highly varied and fossilized marine fauna has been discovered in the soft limestone at a depth of about 35, 40, 45 meters.

173 b) Historical survey. The history of the inhabitants consists of more or less confused oral traditions. No account has been handed down in writing. We can therefore only rely on narrations, sometimes contradictory, which the natives hand down orally.

The representatives of the conquering or conquered races have their own versions. It is difficult for the European to tell which part is truth or falsehood. Our penetration into
175 this part of Senegal is /96/ recent. It happened barely 80
438 years ago. At first it was fragmentary; the region was traversed by the merchant or trader at the time of the slave trade; the latter quickly returned to his base from the Petite Côte or from Gorée, the turbulence of the tribes not permitting him to stay in the region or to settle down there. A number of business establishments were founded at the end of the eighteenth century and at the beginning of the nineteenth, but their existence was ephemeral and in any case precarious.
175 The internal struggles between the tribes gave the region little

/122 cont./

317 Current production varies from 20,000 to 30,000 tons, which
433 are consumed in the region and exported to Senegal and the
[651] Sudan. This Société is hampered in its development by the taxes on salt and by transportation costs which particularly burden this product.

From time immemorial the natives have been exploiting the salt marshes at Tickat, upstream from Kaolack, and on the arms of the Saloum to the west of Fatick. They produce only what is needed for their consumption. /123/
[651] During the time of the Bours, this exploitation was the occasion for a fee in kind for the benefit of the sovereign.

433 Native industrie. In addition to the native salt marshes,
258 we might also mention the fish-drying industry. The many lagoons, marigots, and watercourses of the region contain an abundance of excellent ocean fish (polynemids, pike, skate, sole, etc.). The Niominka race, accustomed to fishing, draw a remunerative advantage from it. The drying of fish is practiced at Fatick, Foundiougne, and in Bas-Saloum. One can estimate the quantity of dried fish at close to 500
[438] tons per year. The consumption is purely local, and the markets of the circle and of neighboring circles are the usual selling places.

433 The only other local industries are those of the potters,
463 basket makers, and weavers. Some native blacksmiths set
[326] up shop in the villages at the time of cultivation; they are, moreover, of the Ouoloff or Moorish race.

433 European industries. There is only one European in-
258 dustry in the circle. An oil factory for the processing of
[648] groundnuts has been set up at Kaolack by Engineer Gaudart. Today this factory belongs to the Société des Huileries et Rizeries Ouest-Africaines /West African Oil Refinery and Rice Company/. Its equipment is modern. Its production is large; it
[499] sells it in the colony, in France, and in the nearby British colonies.